124th Street

Streetscape Improvement Program

Final Report

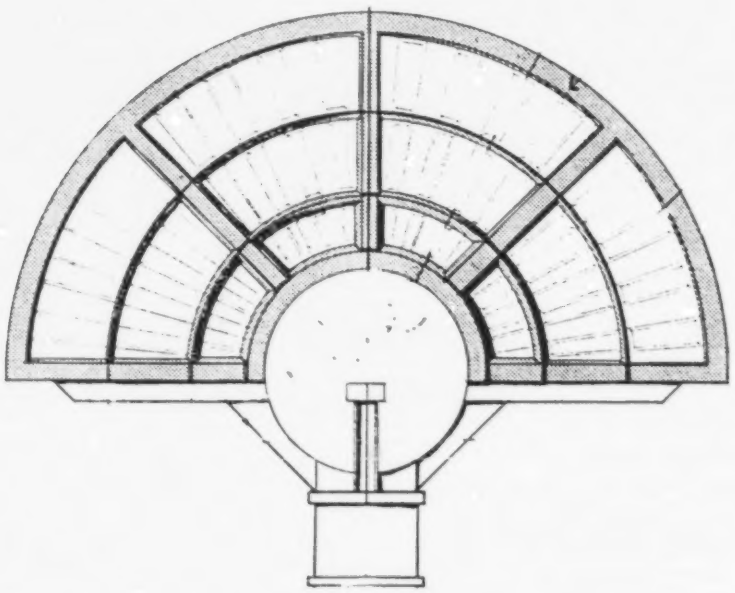
Prepared for:

The Planning and Development Department

The City of Edmonton

and the

124th Street and Area Business Association



Prepared by:

EDA COLLABORATIVE INC.

In association with

Stanley Associates Engineering Ltd.

August, 1990

EDA

Collaborative Inc.

91-00299/

One Eleven Court
10212 - 111 Street
Edmonton, Alberta
T5K 1K9
Tel (403) 423-4990
Fax (403) 425-0393

Landscape Architecture
Urban Design
Environmental Planning

2 August, 1990

Mr. Ken Zahara, Principal Planner
Planning and Development Department
City of Edmonton
2nd floor, The Boardwalk
10310 - 102 Avenue NW
Edmonton, AB T5J 2X6

Dear Ken:

RE: FINAL REPORT - 124 STREET IMPROVEMENT PROGRAM

EDA Collaborative Inc. is pleased to submit this report as a supplement to the final construction drawing package. It provides an overview of the project and description of the various design elements which form the 124 Street Improvement Program. Cost estimates are summarized in the report with detailed breakdowns included in Appendix B. Appendix A - Light Fixture Design, was previously submitted.

We have appreciated the opportunity of working on this exciting project and trust that our products will assist you in your role to implement it.

Sincerely,

EDA Collaborative Inc.

Penny Dunford, B.L.A., C.S.L.A.
Associate

PD:ljj

Enclosure

TABLE OF CONTENTS

		Page
1.0	Background	1
2.0	Project Schedule	1
3.0	Design Overview	1
4.0	Design Elements	3
	4.1 Graphic Logo	3
	4.2 Entry Gateway	4
	4.3 Decorative Light Banners	4
	4.4 Signage and Banners	6
	4.5 Street Trees	6
	4.6 Vehicular Circulation	7
	4.7 Parking	8
	4.8 Pedestrian Circulation	8
	4.9 Site Furniture	9
	4.10 Parkettes	10
5.0	Construction Phasing	10
6.0	Cost Estimates	10
7.0	Summary	11

1.0 BACKGROUND

The 124 Street Improvement Program was initiated by a group of business owners who wanted their street to receive a badly needed facelift. These merchants, in concert with the 124 Street and Area Business Association were actively involved with the City Planning Department and EDA Collaborative Inc. throughout the conceptual design phase. They brought forward a number of desires and concerns which helped form the basis of the conceptual design.

In February, 1989, a report was prepared by EDA Collaborative Inc. in association with Stanley Associates Engineering Ltd. to present the proposed Concept Design for the 124th Street Improvement Program. This report was the culmination of several months of study, meetings with business groups, and meetings and consultations with various city departments. The concept received broad support from area business people and residents during its development and people were anxious to see results on the street.

EDA Collaborative began work on the detailed design phase with a newly prepared site survey in the summer of 1989. A full set of detailed drawings were circulated through various city departments for review and presented to merchants, property owners and the general public in the fall. Again, there was broad support for the improvements. At this time, EDA began preparation of final construction drawings. Public Works also began detailed engineering drawings for phase one construction.

2.0 PROJECT SCHEDULE

On May 8, 1990, Edmonton City Council approved $968,000 for construction of the first phase of the 124 Street Project in 1990. Construction started on July 23 for the area between 107 and 109 Avenue.

3.0 DESIGN OVERVIEW

During the preliminary design phase, a contemporary theme for the improvement program was chosen. The main objective was to create a highly visible image for the street which together with the existing character would make 124 Street unique from other streetscapes and an attractive area to visit or shop in. The design theme was developed originally to be compatible with the concept of "The Friendly Street" as earlier developed by the Business Association.

Key elements of the theme proposed to provide continuity along the street were decorative lights and street trees (refer to Section 4 for descriptions of design elements) . As repeating vertical elements, these items would provide a high impact to motorists travelling through the area. Because 124 Street is a major arterial, this was important; however, comfort of the pedestrian was even more crucial. It was a major objective of the BRZ to create a pedestrian environment, particularly in the commercial areas.

The study area for the 124 Street Improvement Project includes both sides of 124 Street between Jasper Avenue and 111 Avenue; Jasper Avenue between 123 Street and 124 Street; 107 Avenue between CNR R.O.W and 125 Street; Stony Plain Road between 123 Street and 125 Street, and 102 Avenue between 124 Street and the bridge. This area contains a variety of land uses each with its own character. To reflect these different uses and character areas, variations on combination and spacing of the key theme elements have been provided along the street.

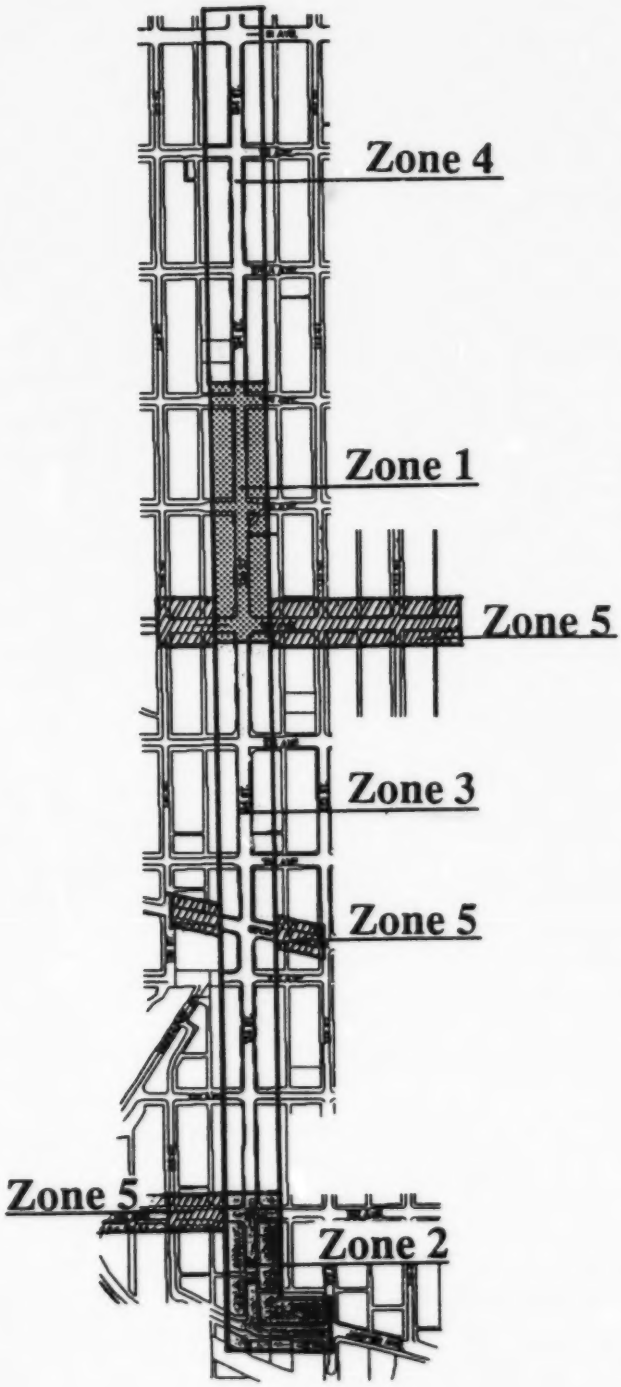
Five character zones have been identified within the overall study areas as indicated in Figure 1.

Zone 1: 107 Avenue to 109 Avenue
-Intense, small scale commercial
-Design Features:
-Decorative Lights - 15.0 m spacing
-Street Trees - smaller trees - 2 trees at 6 m spacing between lights
-Sidewalk Improvements - widen sidewalk east side between 107 Avenue and 108 Avenue .45 m for improved pedestrian comfort. Add decorative paving at the sidewalk edge.

Zone 2: Jasper Avenue/123 Street to 124 Street/102 Avenue
-Commercial/High Rise Residential
-Design Features:
-Decorative Lights - 18.0 m spacing
-Street Trees - Large trees (Brandon Elm) - 2 trees at 8.0 m spacing between lights, 9.0 m spacing in median
-Sidewalk Improvements - retain existing curb alignment, add decorative strip at the sidewalk edge.

Zone 3 - 102 Avenue to 107 Avenue
-Low Rise Residential/Office/Commercial
-Design Features:
-Decorative Lights - 30.0 m spacing
-Street Trees - Brandon Elm - 3 trees at 9.0 m spacing between lights, 9.0 m on medians
-Sidewalk Improvements - retain existing or replace concrete sidewalk, widen in some locations, repair as necessary.

Zone 4 - 109 Avenue to 111 Avenue
-Residential or Commercial
-Design Features:
-Decorative Lights - tall banner lights at intersections only.
-Street trees - some street trees added in grassed areas
-Sidewalk Improvements
- minor repair to existing sidewalk
- maintain existing curb & gutter
- bulbing at corners (see Section 4.8)


Zone 4
Zone 1
Zone 5
Zone 3
Zone 5
Zone 5
Zone 2

Zone 5 - 102 Avenue; Stony Plain Road; 107 Avenue
- Entry Zone
-Design Features: -Decorative support structure and banners attached to existing trolley poles on 107 Avenue.
-Decorative tall lights with banners installed along 102 Avenue and Stony Plain Road.

4.0 DESIGN ELEMENTS

A number of streetscape design elements have been identified as important considerations within the 124th Street improvement program. Descriptions of these elements and detailed design drawings are included in this section.

4.1 Graphic Logo

A sunburst logo was developed in the preliminary design phase to be used together with the existing "Friendly Street" logo. During recent months however, some members of the BRZ have suggested a more contemporary alternative to the "Friendly Street". "Uptown 24th" is now also being considered. As a simple logo, the sunburst alone is reflected in a number of streetscape elements, including the decorative lights, bike racks, waste receptacles and banner supports.

"The Friendly Street" logo with sunburst

Simplified Sunburst logo

4.2 Entry Gateway (Figure 2)

In the detailed design phase, an entry gateway was proposed for the east side of the intersection at Jasper Avenue/124 Street. It was to be a simple structure combined with the proposed new pedestrian controlled traffic light. This proposal was not received favorably by the transportation department and a new location was chosen - mid-block between 123 Street and 124 Street on Jasper Avenue. This new location requires a separate gateway structure, at a greater cost, although with greater design flexibility.

Construction of the gateway as shown in Figure 2 is dependent on installation of the proposed median on Jasper Avenue. This median will initially be constructed only on a temporary basis to allow transportation to evaluate the effect on traffic. Final design of the gateway should be undertaken when final approval of the median is received.

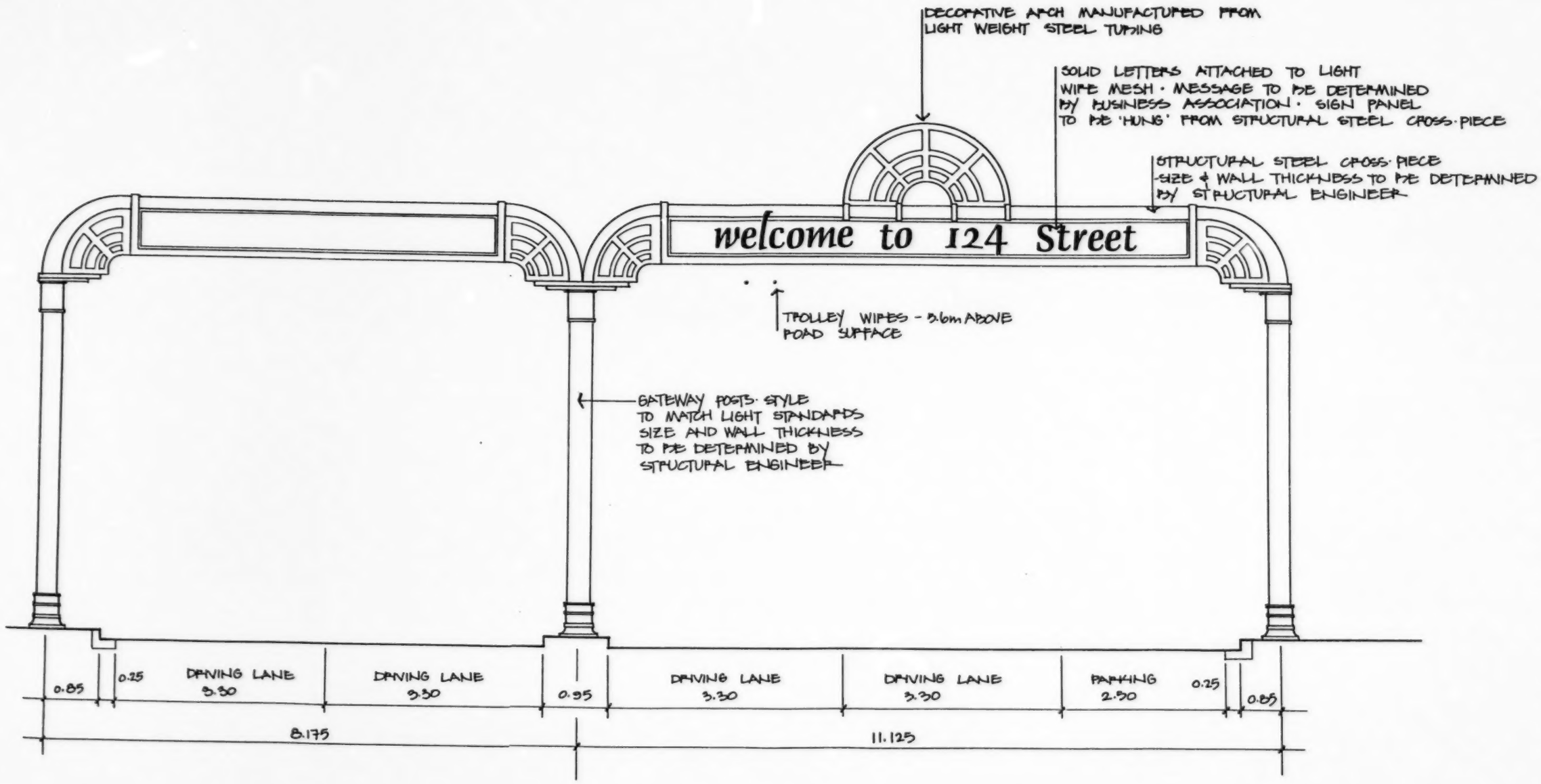
Because of the uncertainty of the median and also because a source of funding for the gate has not been identified, EDA is recommending a 'phased' entry treatment approach. This would include installation of tall banner poles (to replace regular sized lights originally proposed) along both sides of the street between 123 Street and 102 Avenue (Zone 2 as indicated in Figure 1). This relates to other 'entry' treatment on 102 Avenue and Stony Plain Road and would provide a strong impact to Jasper Avenue traffic with or without the gateway.

A simple gateway design is shown for consideration at such time as construction of the gate appears feasible. A simple design approach has been used in response to comments received from merchants in the preliminary design phase and also to avoid adding to the existing visual 'clutter' along the street. We recommend that an elaborate gateway should not be considered unless trolley lines are scheduled for removal.

4.3 Decorative Lights (Figure 3 and 4)

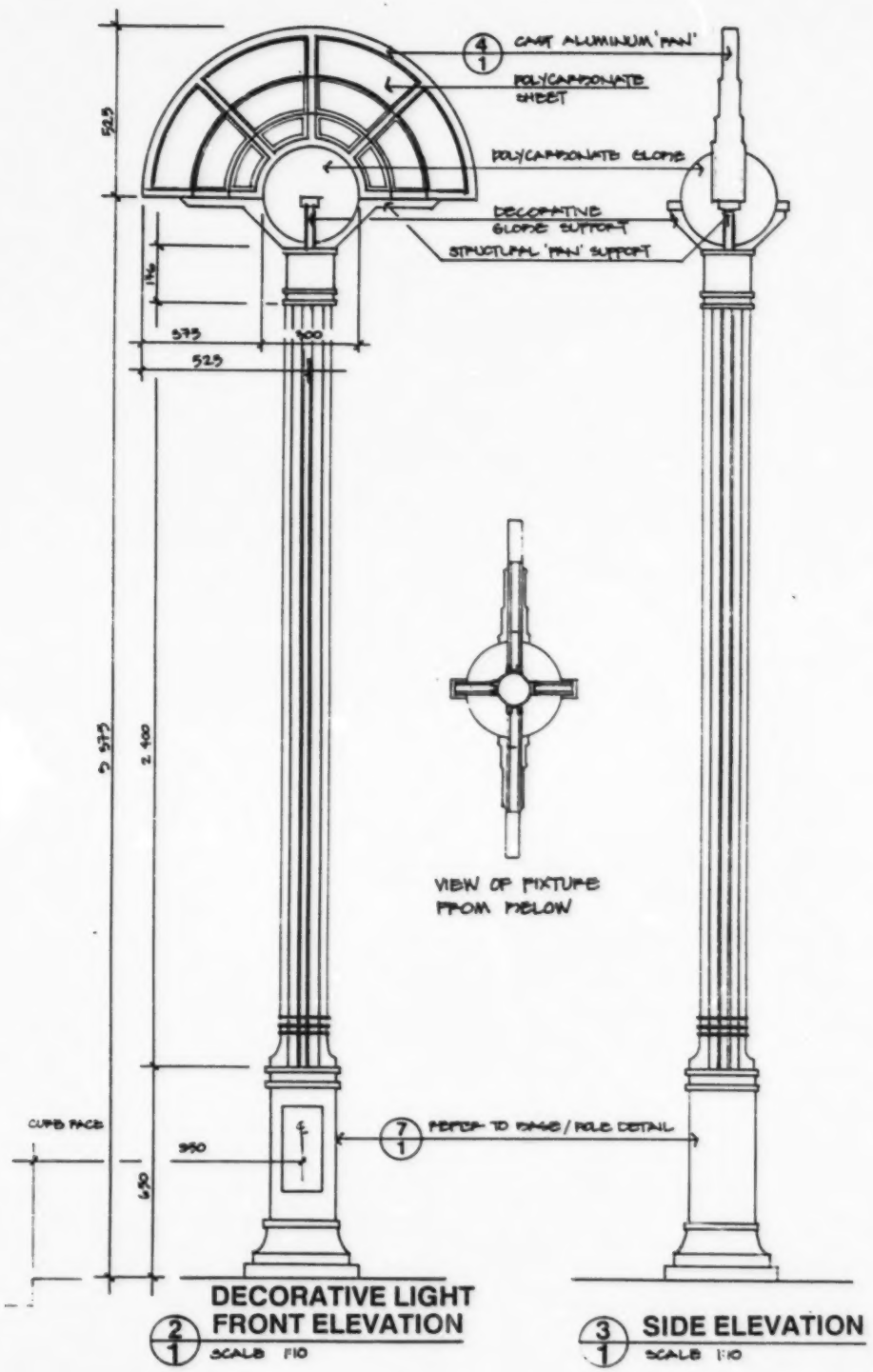
As proposed in the preliminary design, the decorative lighting is perhaps the most important element of the streetscape improvement program. It is the lights that will set the theme for the street, providing an identifiable image and character throughout the seasons, day and night. These lights are not designed primarily for the function of lighting the street or sidewalk but rather as a visual design element.

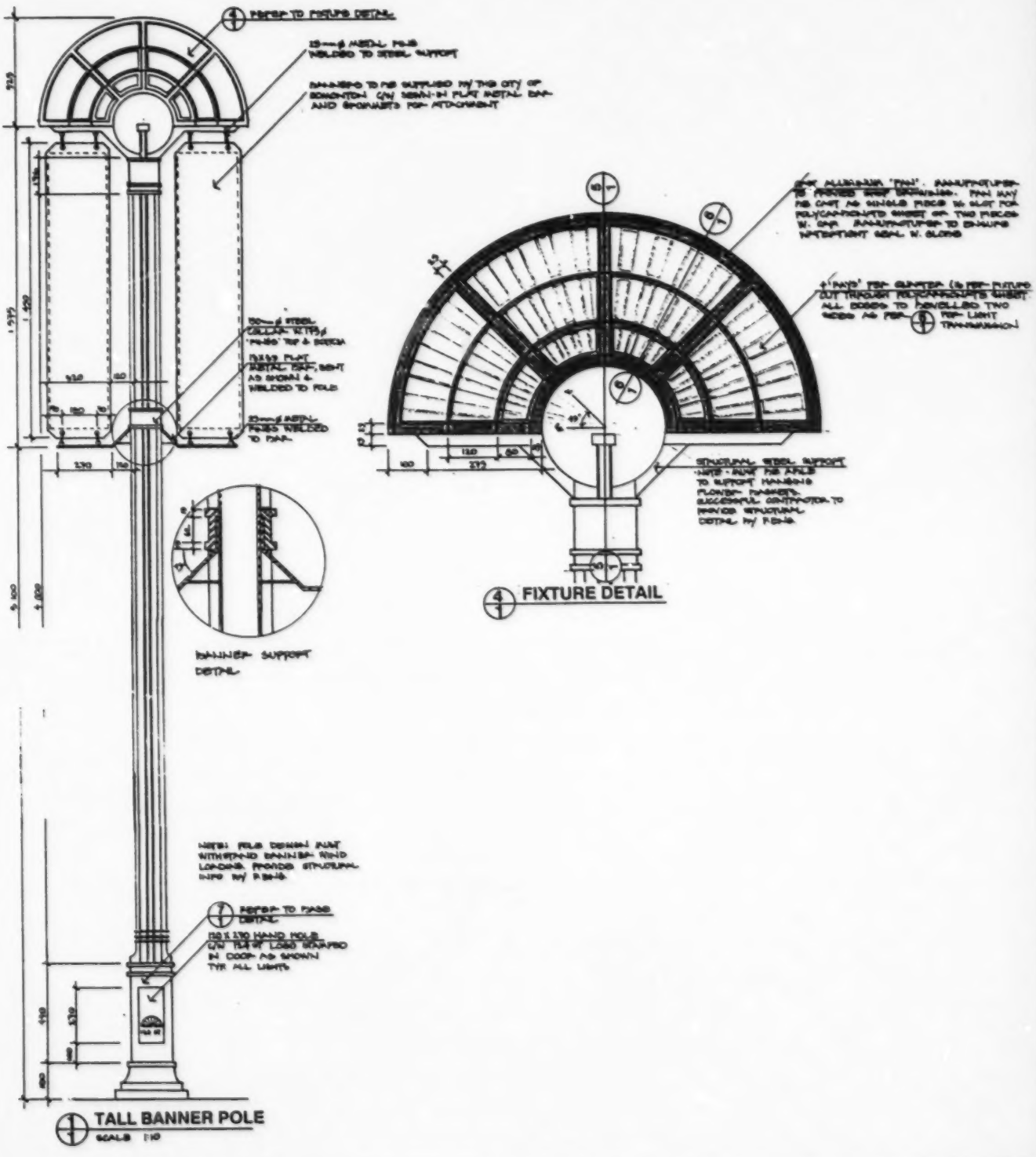
Several options for lighting were evaluated for visual effect, cost, (capital and operational), maintenance, and susceptibility to vandalism.


DECORATIVE ARCH MANUFACTURED FROM LIGHT WEIGHT STEEL TUBING
SOLID LETTERS ATTACHED TO LIGHT WIRE MESH · MESSAGE TO BE DETERMINED BY BUSINESS ASSOCIATION · SIGN PANEL TO BE 'HUNG' FROM STRUCTURAL STEEL CROSS-PIECE
STRUCTURAL STEEL CROSS-PIECE SIZE & WALL THICKNESS TO BE DETERMINED BY STRUCTURAL ENGINEER
welcome to 124 Street
TROLLEY WIRES - 5.6m ABOVE ROAD SURFACE
GATEWAY POSTS · STYLE TO MATCH LIGHT STANDARDS SIZE AND WALL THICKNESS TO BE DETERMINED BY STRUCTURAL ENGINEER
0.85
0.25
DRIVING LANE 3.30
DRIVING LANE 3.30
0.95
DRIVING LANE 3.30
DRIVING LANE 3.30
PARKING 2.50
0.25
0.85
8.175
11.125

EDA COLLABORATIVE INC.

ENTRY GATE
Figure 2


4/1 CAST ALUMINUM 'FAN'
POLYCARBONATE SHEET
POLYCARBONATE GLOBE
DECORATIVE GLOBE SUPPORT
STRUCTURAL 'FAN' SUPPORT
525
140
575
500
525
2 575
2 400
VIEW OF FIXTURE FROM BELOW
CURB FACE
950
650
7/1 REFER TO IMAGE / POLE DETAIL
2/1 DECORATIVE LIGHT FRONT ELEVATION
SCALE 1:10
3/1 SIDE ELEVATION
SCALE 1:10


FIXTURE DETAIL
TALL BANNER POLE

Single source HPS with polycarbonate as a means of light transmission is the recommended light type for the following reasons:

- meets design requirement
- standard lamp
- lower maintenance requirement than other options
- lower operational cost than other options
- more vandalproof than other options

Features of the proposed light banner

Visual Effect: -The sunburst image was the chosen design theme to be reflected in the light fixture design. The fixture was to be visually attractive during daytime and at night and be a very distinct feature which would serve as a recognizable image for the street.
-The final design includes three main fixture components to create the desired effect:

1. Light source - HPS lamp in 300 mm globe - the prime purpose of the lamp is to illuminate the sunburst.
2. Etched Polycarbonate Sheet - a solid sheet of polycarbonate would have 'rays' cut into it with bevelled edges. These edges would transmit light from the source giving a sunburst effect at night.
3. Cast aluminum 'fan' - Cast aluminum pieces on either side give the fixture its daytime effect. They will be 'sculpted' to provide three dimensional interest for the side view (see Figure 3). Refer to Figure 4 - for detailed sketch of fixture.

Height: Two heights are proposed. A taller light pole with banners (5.2 m) would be used at entry zones as an introduction to the area. Specific locations include intersections north of 109 Avenue, Stony Plain Road, 102 Avenue and Jasper Avenue. A smaller pole (3.9 m) would be utilized along 124 Street.

Spacing: Spacing of the lights along 124 Street would vary according to zone. Zone 1, the most intense commercial zone, would have the most intense concentration of lights (15 m spacing); Zone 2, mixed high rise residential/commercial, would be spaced at 18 m; and Zone 3, mixed low rise residential, office and commercial would have a spacing of 30 m.

Light Fixture: Custom built from cast aluminum and sheet polycarbonate.

Lamp: 70 watt HPS c/w HPF Ballast.
Life expectancy - 24,000 hrs
- standard stock item

Pole: The pole has been designed as a 100 mm straight, round steel pole with decorative flanges attached, and with a 200 mm round base to house the ballast. (Refer to Fig. 3) Some flexibility will be allowed for manufacturers to suggest alternatives to this design for cost efficiency.

Prototype: The City of Edmonton Planning Department will administer a separate prototype fabrication contract to allow review of the light fixture prior to fabrication of all lights.

Additional information about the light fixture design development and correspondence with manufacturers was submitted to the Planning Department as Appendix A "124 Street Improvement Program - Custom Design Light Fixture".

4.4 Signage and Banners

A. Street Signs - Standard 124 Street signs to be replaced with custom signs as a separate element by Planning Department.

B. Banners - Brightly colored banners to be supplied by the Planning Department under the program for use in several areas. Banners with a custom designed 'sunburst' support will be attached to existing trolley poles along 107 Avenue. Banners will also be attached to all tall decorative poles along Jasper Avenue, 102 Avenue, Stony Plain Road and at intersections between 109 Avenue and 111 Avenue (Figure 4).

4.5 Street Trees (Figure 6)

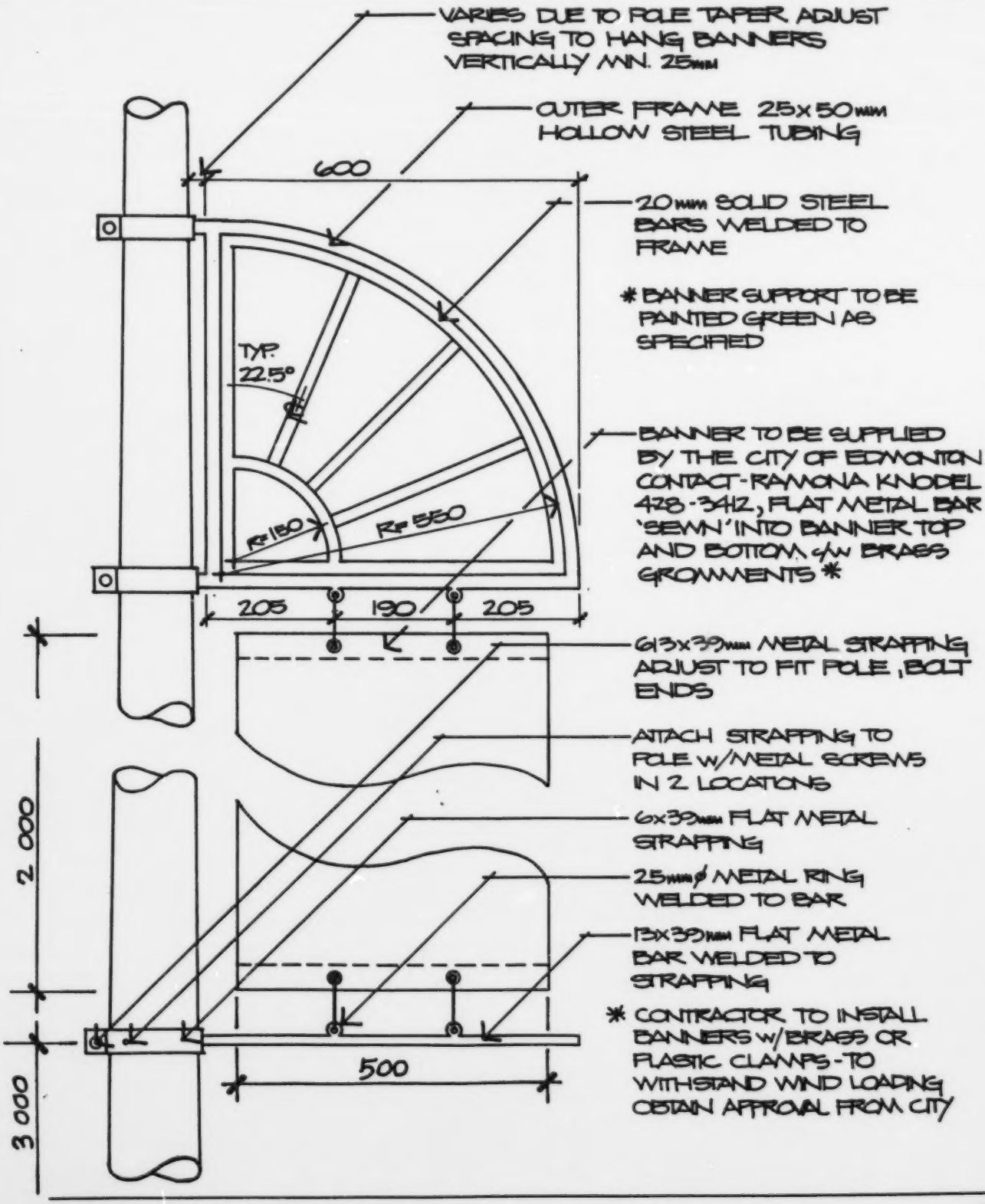
Because different zones are being created, one species of street tree will not meet all criteria along the street. Three species are recommended for use in different situations.

A. Brandon Elm
   - for use in all medians
   - for use as large street tree in Zones 2 and 3

B. Green Ash
   - for use as Street tree in locations where a precedent has been set i.e. 110 Avenue to 111 Avenue, 102 Avenue

C. Little leaf Linden
   - for use as a smaller street tree for Zone 1

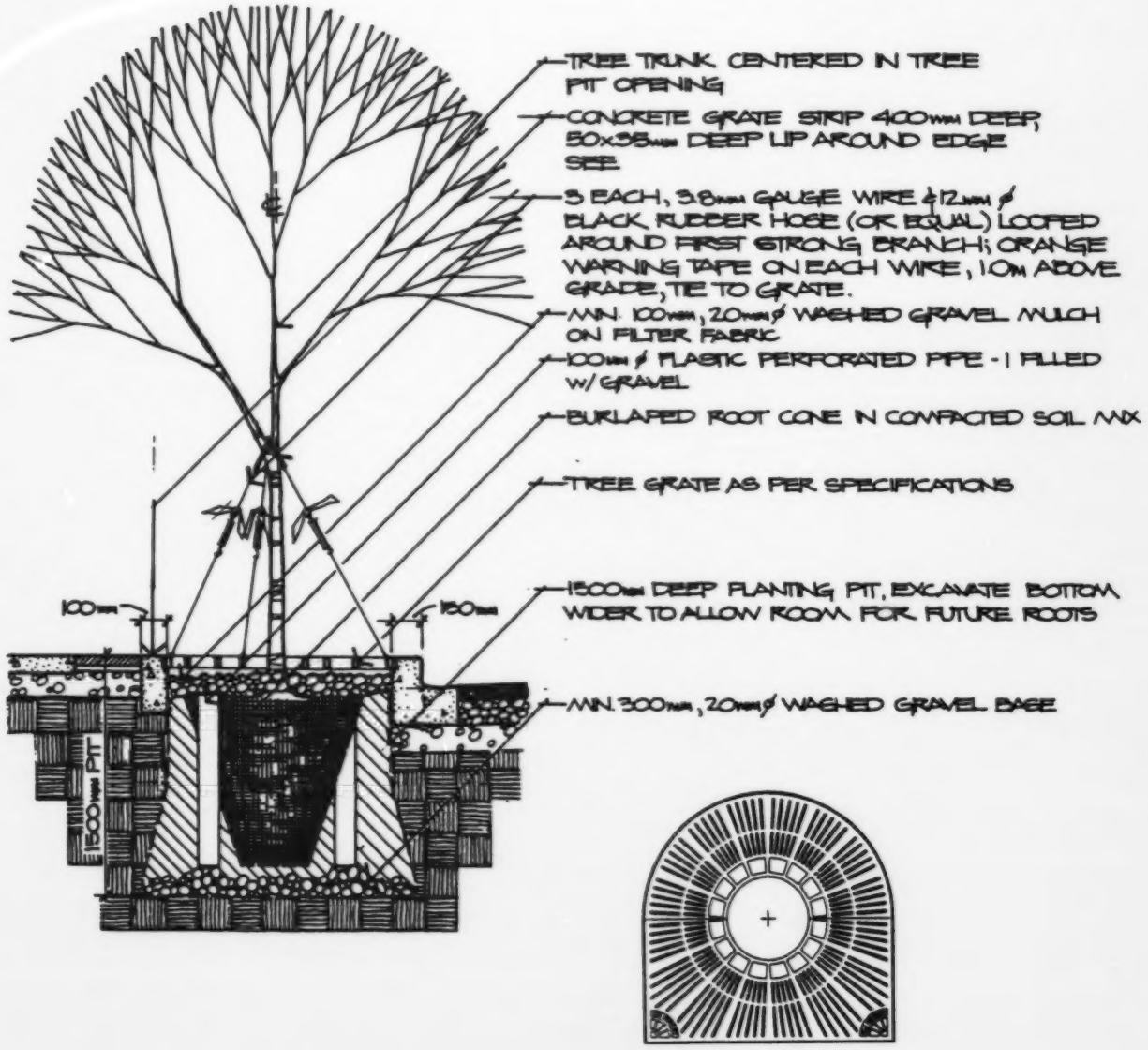
In sidewalk locations, trees would be planted with concrete rings and custom designed metal tree grates (Figure 6). In medians, a small concrete ring would surround the tree trunk and median paving stones would be continuous to the concrete (Figure 7). This detail would also be used as an economical alternative for planting in existing paved areas along the north side of Stony Plain Road.

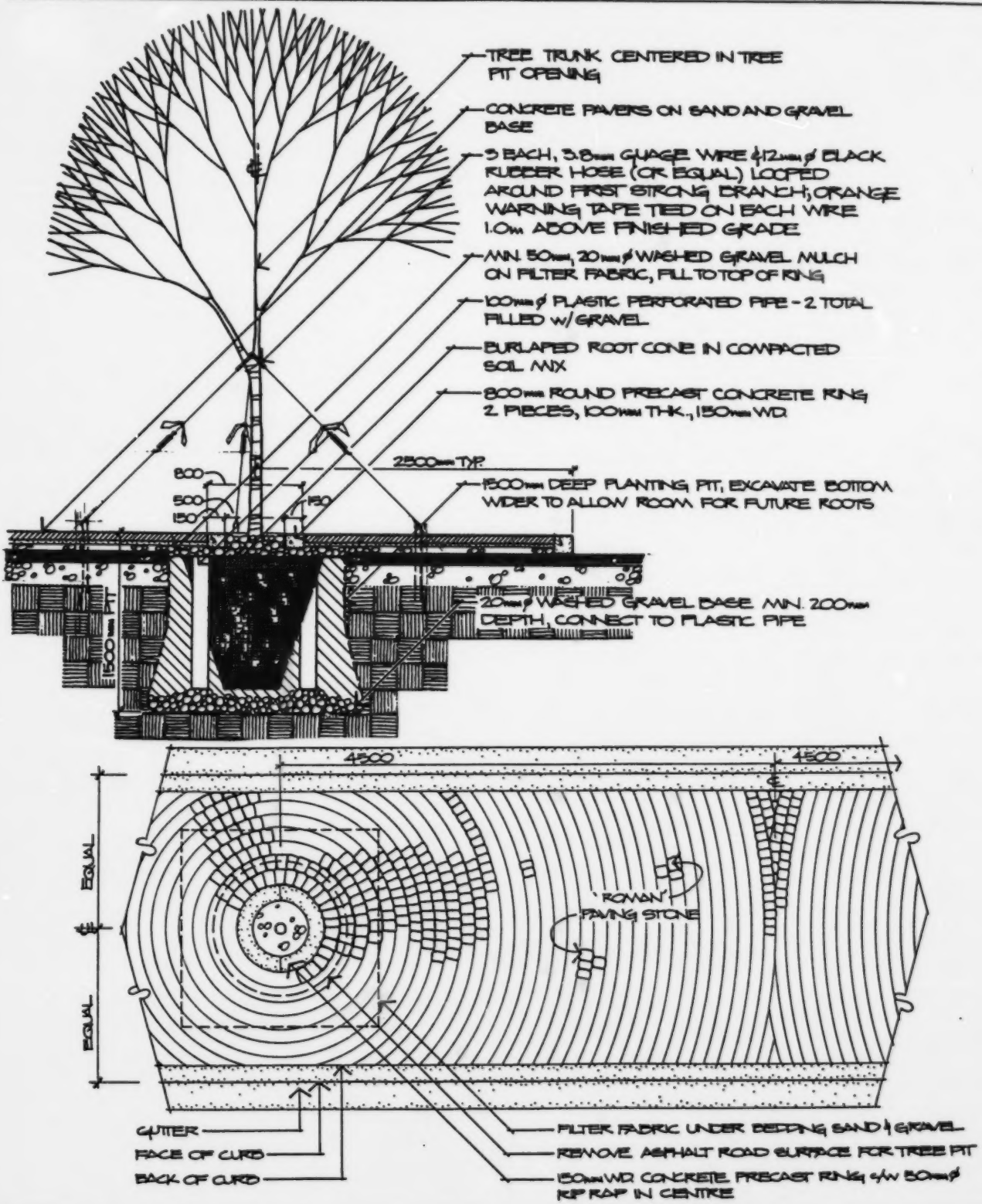

VARIES DUE TO POLE TAPER. ADJUST SPACING TO HANG BANNERS VERTICALLY MIN. 25mm
OUTER FRAME 25x50mm HOLLOW STEEL TUBING
600
20mm SOLID STEEL BARS WELDED TO FRAME
* BANNER SUPPORT TO BE PAINTED GREEN AS SPECIFIED
TYP. 22.5°
BANNER TO BE SUPPLIED BY THE CITY OF EDMONTON CONTACT - RAMONA KNODEL 428-3412, FLAT METAL BAR 'SEWN' INTO BANNER TOP AND BOTTOM c/w BRASS GROMMENTS *
R=180
R=530
205
190
205
613x39mm METAL STRAPPING ADJUST TO FIT POLE, BOLT ENDS
ATTACH STRAPPING TO POLE w/METAL SCREWS IN 2 LOCATIONS
2 000
6x39mm FLAT METAL STRAPPING
25mmØ METAL RING WELDED TO BAR
13x39mm FLAT METAL BAR WELDED TO STRAPPING
* CONTRACTOR TO INSTALL BANNERS w/BRASS OR PLASTIC CLAMPS - TO WITHSTAND WIND LOADING OBTAIN APPROVAL FROM CITY
500
3 000

EDA COLLABORATIVE INC.

BANNERS AND SUPPORT

Figure 5


TREE TRUNK CENTERED IN TREE PIT OPENING
CONCRETE GRATE STRIP 400mm DEEP, 50x38mm DEEP LIP AROUND EDGE SEE
3 EACH, 3.8mm GAUGE WIRE & 12mm ø BLACK RUBBER HOSE (OR EQUAL) LOOPED AROUND FIRST STRONG BRANCH; ORANGE WARNING TAPE ON EACH WIRE, 1.0m ABOVE GRADE, TIE TO GRATE.
MIN. 100mm, 20mmø WASHED GRAVEL MULCH ON FILTER FABRIC
100mmø PLASTIC PERFORATED PIPE - 1 FILLED W/ GRAVEL
BURLAPED ROOT CONE IN COMPACTED SOIL MIX
TREE GRATE AS PER SPECIFICATIONS
1500mm DEEP PLANTING PIT, EXCAVATE BOTTOM WIDER TO ALLOW ROOM FOR FUTURE ROOTS
MIN. 300mm, 20mmø WASHED GRAVEL BASE
100mm
150mm
1500mm PIT


TREE TRUNK CENTERED IN TREE PIT OPENING
CONCRETE PAVERS ON SAND AND GRAVEL BASE
3 EACH, 3.8mm GUAGE WIRE & 12mm ø BLACK RUBBER HOSE (OR EQUAL) LOOPED AROUND FIRST STRONG BRANCH; ORANGE WARNING TAPE TIED ON EACH WIRE 1.0m ABOVE FINISHED GRADE
MIN. 50mm, 20mm ø WASHED GRAVEL MULCH ON FILTER FABRIC, FILL TO TOP OF RING
100mm ø PLASTIC PERFORATED PIPE - 2 TOTAL FILLED w/ GRAVEL
BURLAPED ROOT CONE IN COMPACTED SOIL MIX
800mm ROUND PRECAST CONCRETE RING 2 PIECES, 100mm THK., 150mm WD.
2500mm TYP.
1500mm DEEP PLANTING PIT, EXCAVATE BOTTOM WIDER TO ALLOW ROOM FOR FUTURE ROOTS
800
500
150
150
1500mm PIT
20mm ø WASHED GRAVEL BASE MIN. 200mm DEPTH, CONNECT TO PLASTIC PIPE
4500
4500
EQUAL
EQUAL
'ROMAN' PAVING STONE
GUTTER
FACE OF CURB
BACK OF CURB
FILTER FABRIC UNDER BEDDING SAND & GRAVEL
REMOVE ASPHALT ROAD SURFACE FOR TREE PIT
150mm WD. CONCRETE PRECAST RING c/w 50mm ø RIP RAP IN CENTRE

4.6 Vehicular Circulation

Because 124 Street is a major artery, changes which drastically impact traffic flow cannot be undertaken. Design elements which involve a change to lane markings or road width are indicated below:

1. Curb Location:
   Generally curbs are maintained in existing locations with the following exceptions:

   A. 107 Avenue to 108 Avenue - widen sidewalk by .45 m east side.
   B. 105 Avenue to 106 Avenue - widen sidewalk west side to align curb with other curbs along west side of 124 Street.

2. Medians:

   A. Jasper Avenue/124 Street - A 1.5 m median was proposed for Jasper Avenue continuing around the corner to the lane on 124 Street. Some concerns were raised about this proposal during detailed design review and a modified design was proposed - (Figure 8). Concerns raised along with EDA/Planning Dept. responses are summarized as follows:

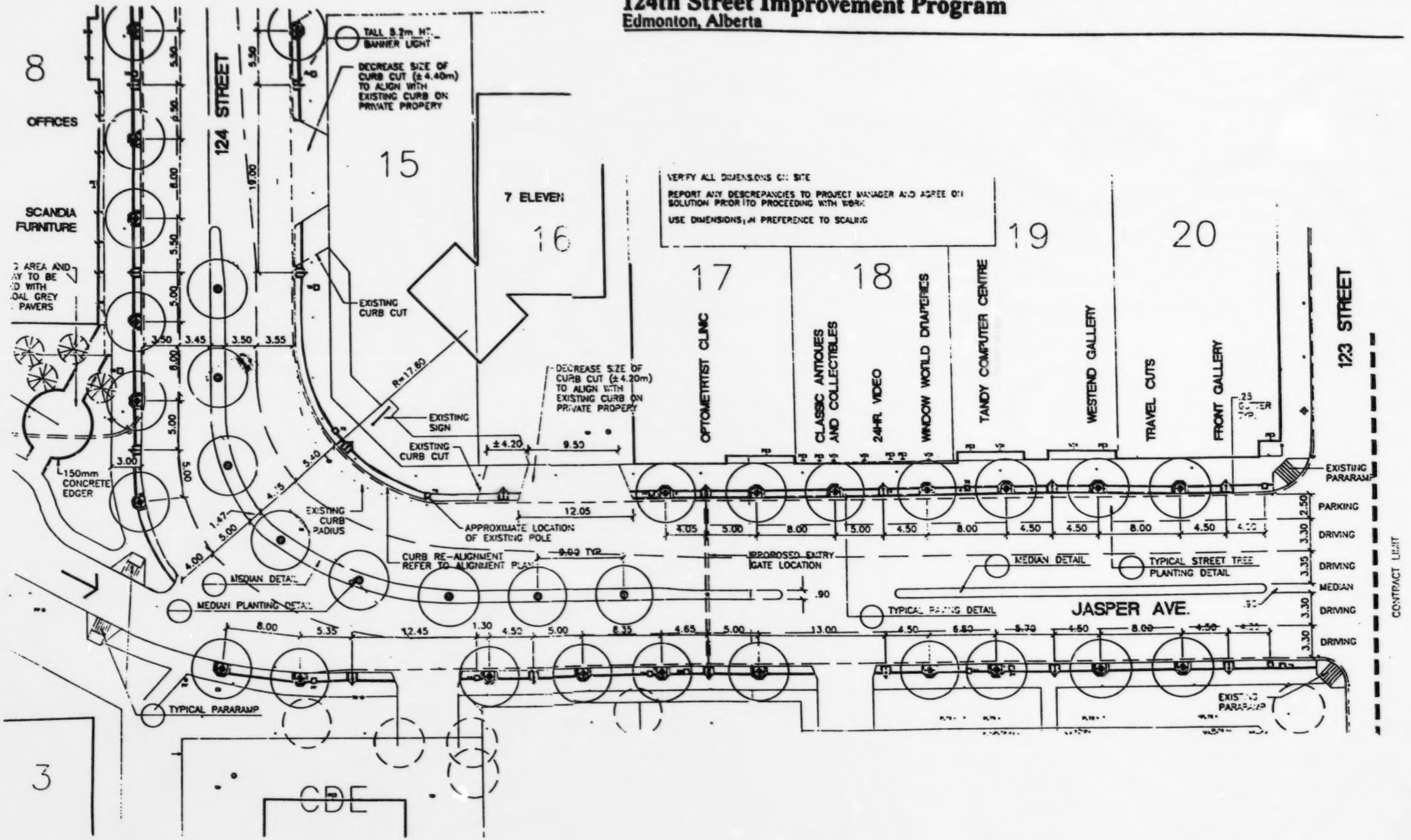
      1. Restricted turning space at corner.
         Response: curb alignment at corner can be adjusted to increase road width by approximately 1.1 m at centre of curve.
      2. Drivers speeding around corner could hit median/trees.
         Response: median would prevent vehicles from entering on-coming traffic lane when turning corner. Drivers tend to drive slower when entering restricted areas.
      3. Left turns eliminated from 1 residential site south side of Jasper Avenue.
         Response: This is a dangerous left turn and should be eliminated. The Planning Department will review the proposed elimination with property owners.
      4. Trees would be a visibility hazard.
         Response: Trees would be high branching to retain site lines under branches. With left turns eliminated, they are not a hazard for turning movements. Pedestrians will not be encouraged to cross near the corner.

      The City Transportation Department has reviewed the proposal and has agreed to construction of the medians on a temporary basis to allow a full evaluation prior to final construction.

   B. Centre medians, other locations - along most of 124 Street, the centre lane is reserved for left turning movements. Because the full block length is not required for this movement, medians can be constructed in the unrequired portions.

      Medians would be constructed with concrete curbs at edges and with 'heritage' style concrete unit pavers.

124th Street Improvement Program
Edmonton, Alberta



VERIFY ALL DIMENSIONS ON SITE

REPORT ANY DISCREPANCIES TO PROJECT MANAGER AND AGREE ON SOLUTION PRIOR TO PROCEEDING WITH WORK

USE DIMENSIONS IN PREFERENCE TO SCALING

EDA COLLABORATIVE INC.

JASPER AVE MEDIAN

Figure 8

4.7 Parking

Because parking has long been a key issue with 124 Street business people, all existing parallel parking stalls will be maintained along 124 Street and where feasible, angle parking will be introduced along side avenues adjoining 124 Street. Locations for additional angle parking include:

106 Avenue - east of 124 Street to 123 Street both sides
110 Avenue - east of 124 Street , north side

A parking study has been prepared by the City of Edmonton Transportation Department.

4.8 Pedestrian Circulation/Sidewalk Improvements

A. WIDENING

A key objective in the 124 Street improvement program is the improvement of the pedestrian environment along the street. In many areas, the existing sidewalk is too narrow to allow a comfortable walking space with the addition of new decorative lights and street trees. It is recommended that the sidewalk be widened in these areas either by relocating the curb outward (locations indicated previously) or by widening the sidewalk towards the Property line. Because of variances in property line locations, a continuous back of sidewalk line would necessitate providing sidewalk paving on private property in a few situations. Originally it was proposed that sidewalks be widened with the addition of a concrete strip along the back of the existing concrete sidewalk. Because of difficulties in matching grades and a resulting 'mixed age/patchwork concrete' the proposal has been revised to widening with a double row Hollandstone soldier course and concrete edger. We would anticipate that when the existing concrete reaches the end of its life span, the entire sidewalk would be replaced to the new width with new concrete.

B. DECORATIVE PAVING STRIP (Figure 9)

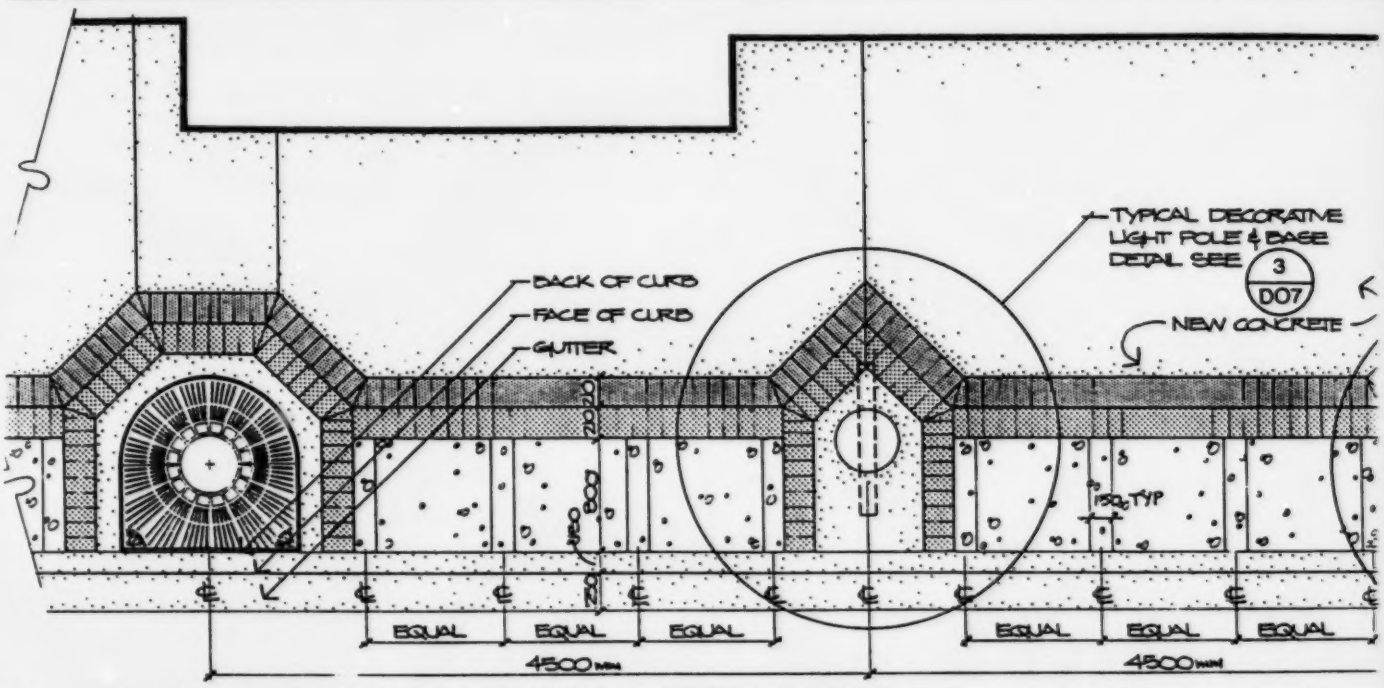
In areas where the highest amount of pedestrian traffic is expected (Zones 1 and 2) a decorative paving strip is proposed for the sidewalk edge. This 'strip' includes a exposed aggregate concrete verge and double row Hollandstone soldier course. The majority of the sidewalk would be broom finished concrete.

C. PARARAMPS

Standard City of Edmonton pararamps to be provided at all corners.

D. CROSSWALKS

To accentuate the pedestrian right-of-way along the street, decorative thermoplastic markings were proposed at major intersections: 102 Avenue, Stony Plain, 107 Avenue and 111 Avenue; at designated pedestrian crossings: 123 Street/Jasper Avenue, 103 Avenue and 109A Avenue, and across all Avenues along



1/07 **TYPICAL DECORATIVE PAVING STRIP DETAIL**

124 Street. In order to avoid conflicting with 'standard' crosswalk markings, it was proposed that green markings be used OR a decorative marking pattern in white. Crosswalks would not be installed until all three phases of construction are completed and the final lift of asphalt installed.

E. CORNER BULBING (Figure 10)

To decrease road crossing distance and to separate parking areas from 124 Street, the curb alignment at many corners has been 'bulbed' to allow planting and in some cases installation of decorative lights. The example illustrated in Figure 10 is the intersection of 124 Street and 109 Avenue.

4.9 Site Furniture

A. BUS SHELTER

Bus shelters will be upgraded by Edmonton Transit. It was originally recommended that existing brown advertisement booths be replaced with new green shelters; however, the cost quoted by Gallop for replacing shelters was prohibitive and because of cost constraints it is now recommended that these shelters remain unchanged.

B. PHONE BOOTH

A new phone booth suitable for the addition of a logo and available in green was proposed to replace all existing booths along the Street. However a number of phone booths on 124 Street are advertising booths and Edmonton Telephones has not agreed to alter them. Existing 'standard' booths will be replaced with the proposed new booth by Edmonton Telephones.

C. WASTE RECEPTACLES (Figure 11)

Waste receptacles for 124 Street will be standard City of Edmonton exposed aggregate round containers, altered to include the sunburst logo imprint on each side. Environmental Services has agreed to remove old waste receptacles and provide the new ones.

D. BENCHES (Figure 12)

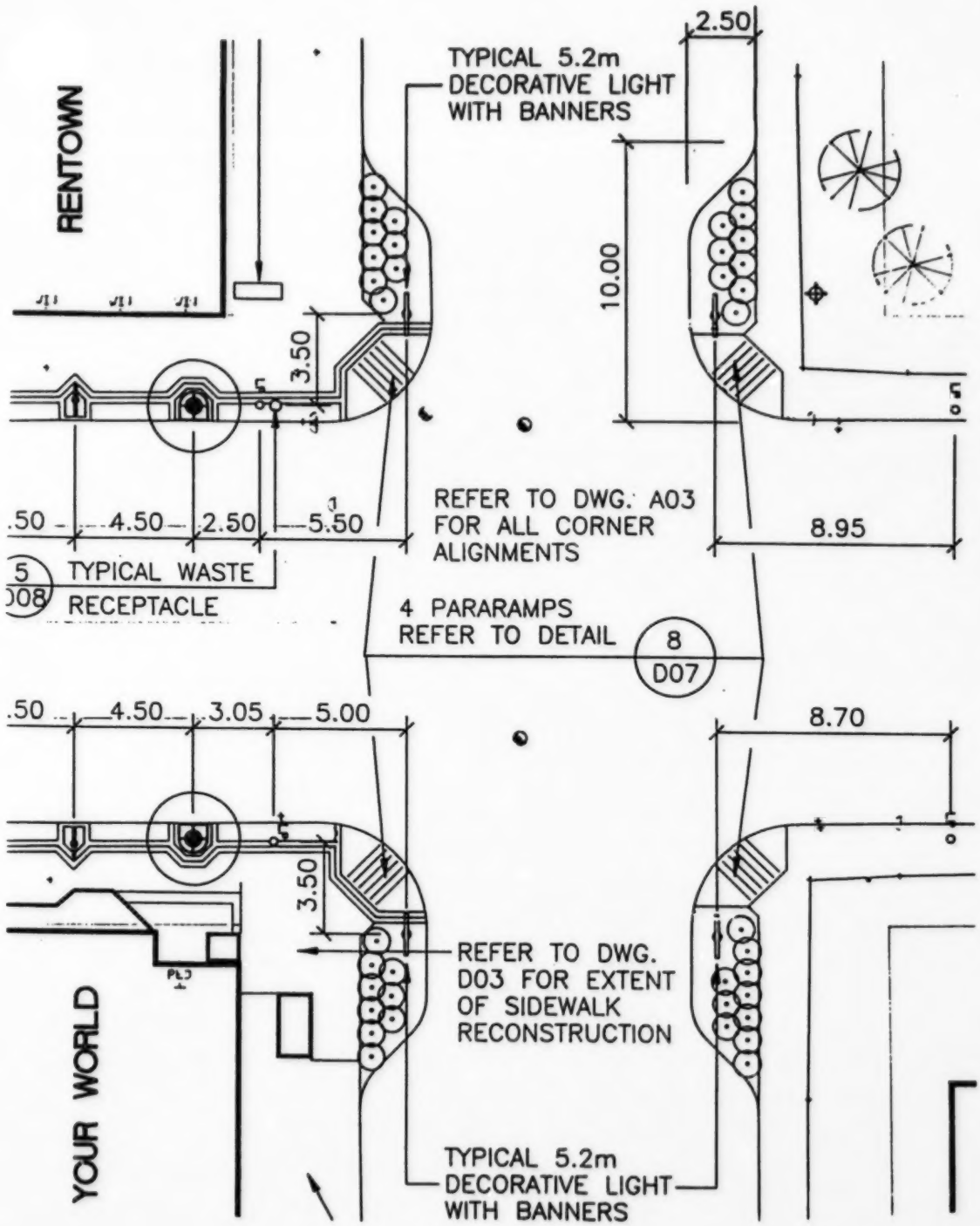
Benches will be a stock bench constructed by Frances Andrew. The metal support arms will be finished in green and will have '124 Street' cast in.

E. BIKE RACK (Figure 13)

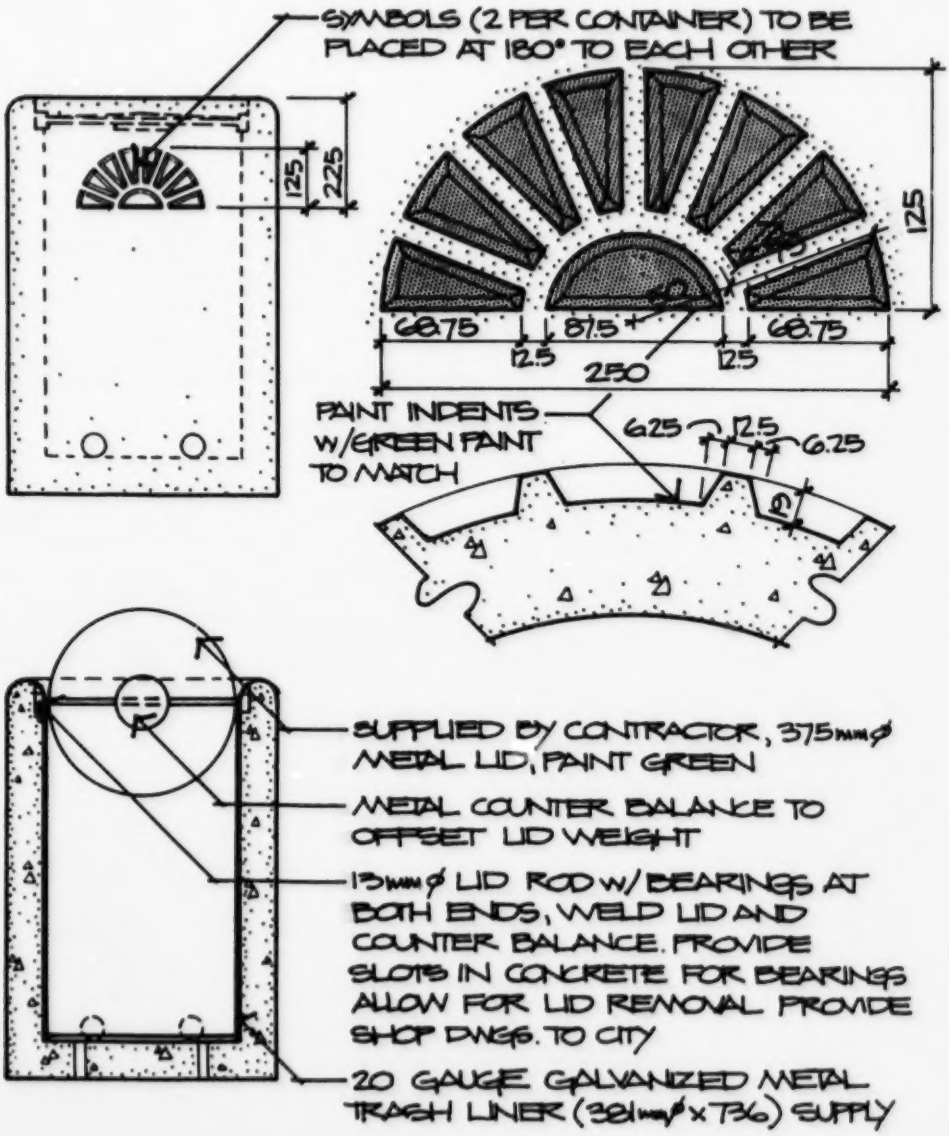
The bike rack will be custom designed and manufactured from steel tubing to reflect the sunburst logo.

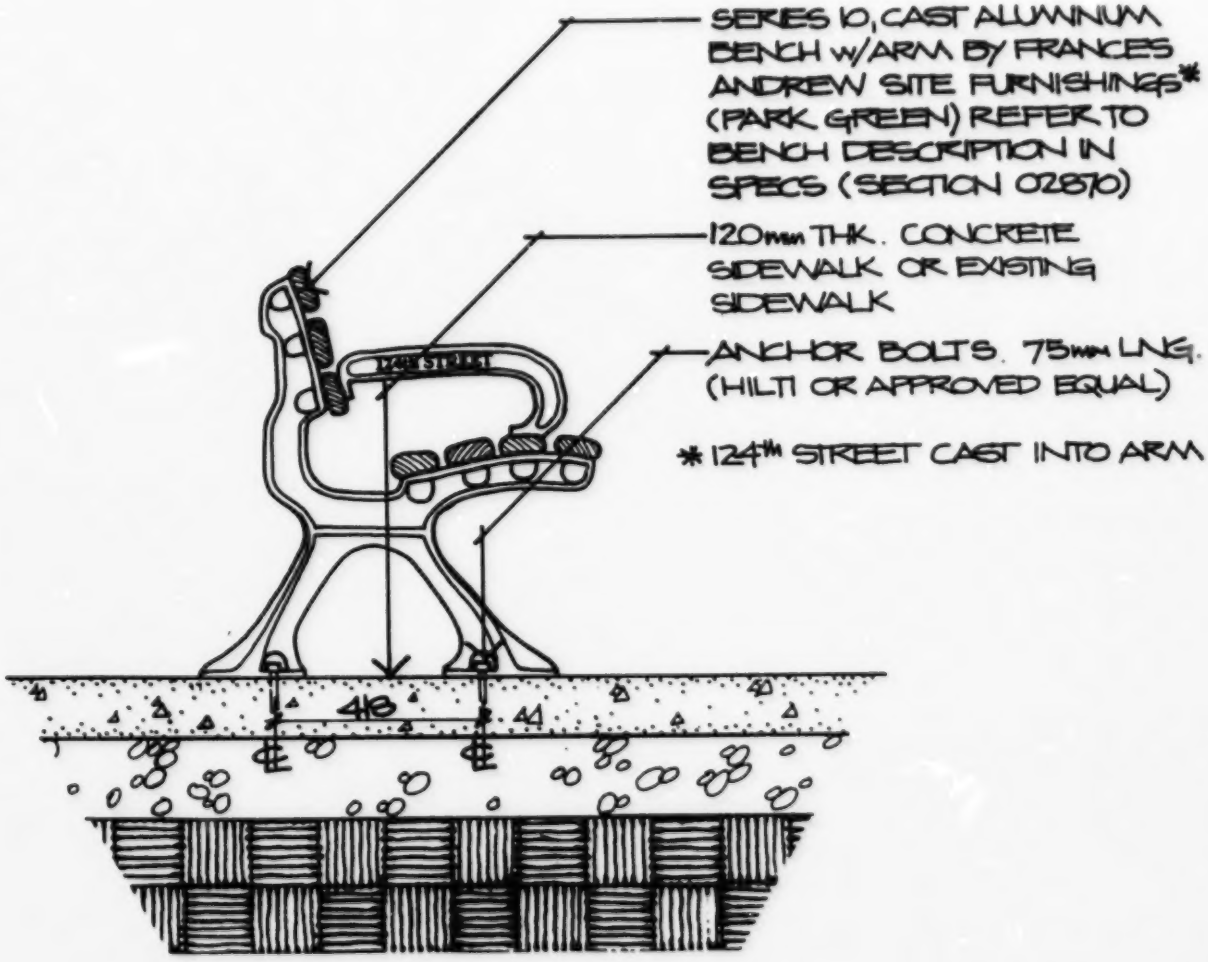
F. POSTING KIOSK (Figure 14)

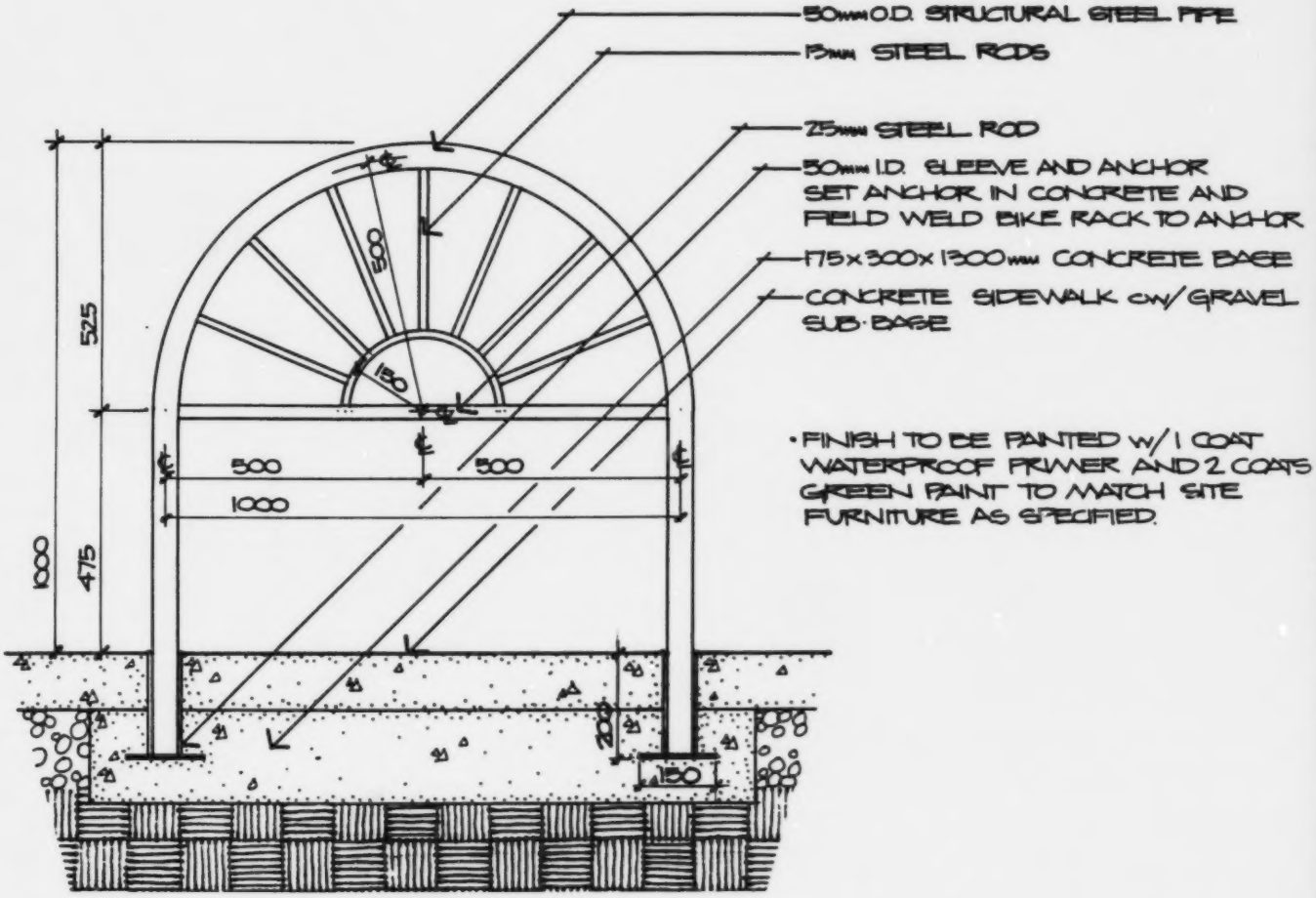
A simple and cost effective design for the posting kiosk is to be used. This posting kiosk is also used on Whyte Avenue, but will be painted green for 124 Street. This kiosk is manufactured with a wood frame and with sono tube body.

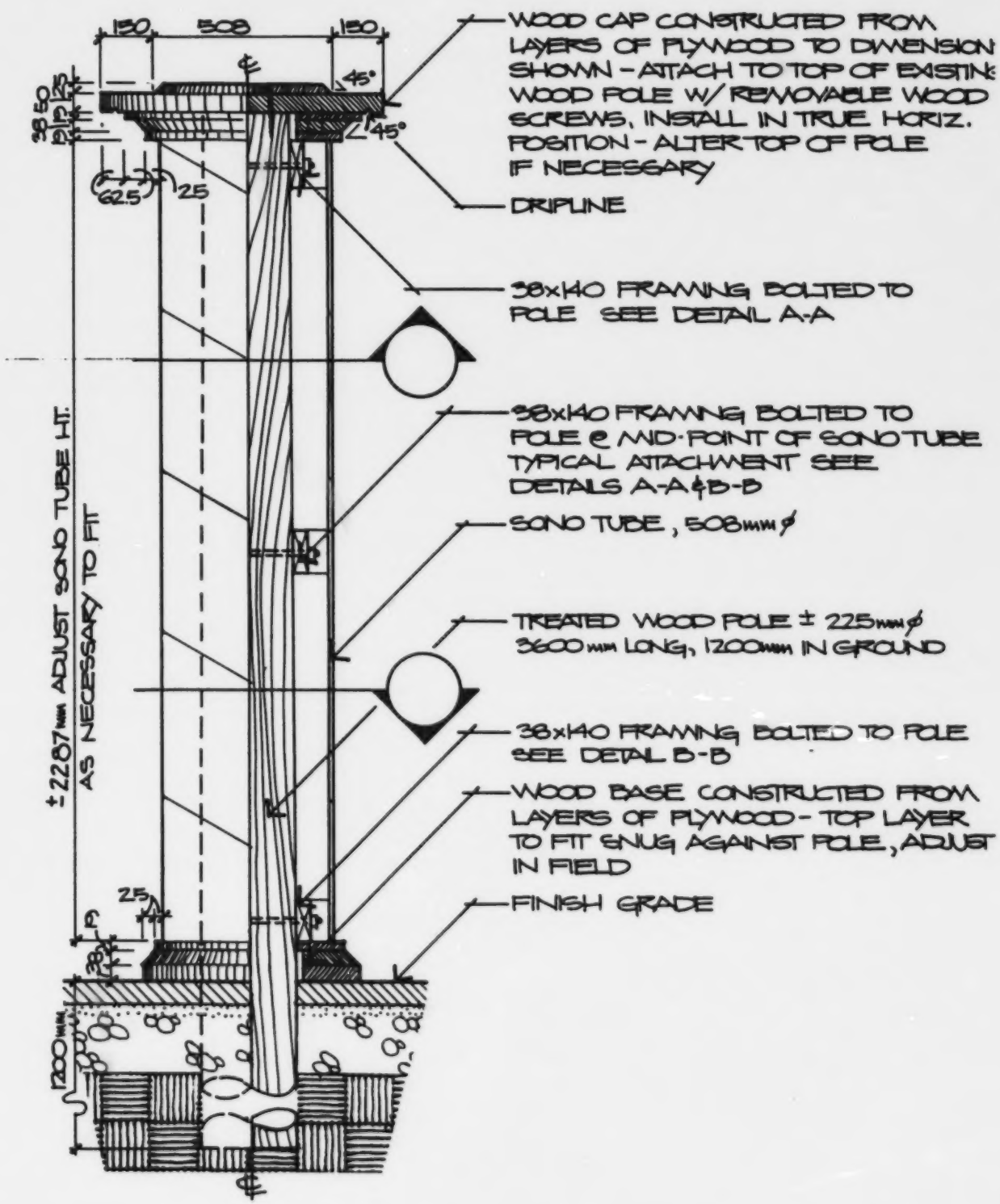

RENTOWN
YOUR WORLD
TYPICAL 5.2m
DECORATIVE LIGHT
WITH BANNERS
2.50
10.00
3.50
.50
4.50
2.50
5.50
8.95
REFER TO DWG. A03
FOR ALL CORNER
ALIGNMENTS
5
D08
TYPICAL WASTE
RECEPTACLE
4 PARARAMPS
REFER TO DETAIL
8
D07
.50
4.50
3.05
5.00
8.70
3.50
REFER TO DWG.
D03 FOR EXTENT
OF SIDEWALK
RECONSTRUCTION
TYPICAL 5.2m
DECORATIVE LIGHT
WITH BANNERS

TYPICAL EXPOSED AGGREGATE CONCRETE WASTE RECEPTACLE (REFER TO EDMONTON P&R STANDARD DETAIL SD443) REPLACE LITTER SYMBOL W/ 124TH STREET SYMBOL


SYMBOLS (2 PER CONTAINER) TO BE PLACED AT 180° TO EACH OTHER
125
225
125
68.75
87.5
12.5
250
12.5
68.75
PAINT INDENTS W/GREEN PAINT TO MATCH
6.25
12.5
6.25
SUPPLIED BY CONTRACTOR, 375mm∅ METAL LID, PAINT GREEN
METAL COUNTER BALANCE TO OFFSET LID WEIGHT
13mm∅ LID ROD W/ BEARINGS AT BOTH ENDS, WELD LID AND COUNTER BALANCE. PROVIDE SLOTS IN CONCRETE FOR BEARINGS ALLOW FOR LID REMOVAL PROVIDE SHOP DWGS. TO CITY
20 GAUGE GALVANIZED METAL TRASH LINER (381mm∅ x 736) SUPPLY


SERIES 10, CAST ALUMINUM BENCH w/ARM BY FRANCES ANDREW SITE FURNISHINGS* (PARK GREEN) REFER TO BENCH DESCRIPTION IN SPECS (SECTION 02870)
120mm THK. CONCRETE SIDEWALK OR EXISTING SIDEWALK
ANCHOR BOLTS. 75mm LNG. (HILTI OR APPROVED EQUAL)
* 124TH STREET CAST INTO ARM
418
441


50mm O.D. STRUCTURAL STEEL PIPE
13mm STEEL RODS
25mm STEEL ROD
50mm I.D. SLEEVE AND ANCHOR SET ANCHOR IN CONCRETE AND FIELD WELD BIKE RACK TO ANCHOR
175x300x1300mm CONCRETE BASE
CONCRETE SIDEWALK c/w/ GRAVEL SUB-BASE
• FINISH TO BE PAINTED w/ 1 COAT WATERPROOF PRIMER AND 2 COATS GREEN PAINT TO MATCH SITE FURNITURE AS SPECIFIED.
525
475
1000
500
500
1000
150
200
150


150
508
150
45°
45°
38
50
25
62.5
25
WOOD CAP CONSTRUCTED FROM LAYERS OF PLYWOOD TO DIMENSION SHOWN - ATTACH TO TOP OF EXISTING WOOD POLE W/ REMOVABLE WOOD SCREWS, INSTALL IN TRUE HORIZ. POSITION - ALTER TOP OF POLE IF NECESSARY
DRIPLINE
38x140 FRAMING BOLTED TO POLE SEE DETAIL A-A
38x140 FRAMING BOLTED TO POLE @ MID-POINT OF SONO TUBE TYPICAL ATTACHMENT SEE DETAILS A-A & B-B
SONO TUBE, 508mm ø
TREATED WOOD POLE ± 225mm ø 3600mm LONG, 1200mm IN GROUND
38x140 FRAMING BOLTED TO POLE SEE DETAIL B-B
WOOD BASE CONSTRUCTED FROM LAYERS OF PLYWOOD - TOP LAYER TO FIT SNUG AGAINST POLE, ADJUST IN FIELD
FINISH GRADE
± 2287mm ADJUST SONO TUBE HT. AS NECESSARY TO FIT
25
38
1200mm

EDA COLLABORATIVE INC.

POSTING KIOSK
Figure 14

The sono tubing is not a long lasting material and must be replaced periodically. The benefit of this design for maintenance is that the tube can be easily replaced instead of clearing off old posters.

4.10 Parkettes

Two parkettes have been planned for the 124 Street Improvement Program.

The first parkette is located at the SE corner of 108 Avenue and 124 Street in the area presently used by Edmonton Transit for a bus turn around. The parkette is designed to retain the bus turning function, despite Edmonton Transportation recently agreeing to relocate the bus turn location and allowing removal of the existing road which bisects the park site. In order to remove the bus turn around facilities, improvements costing $40,000 were required to the trolley overhead system. These funds were not available in 1990 so the bus turning function will remain.

The parkette has been designed with a seating area and a paved area for impromptu performances or displays. Ornamental shrub planting will create a pleasant 'oasis' on the street as well as minimizing maintenance requirements.

The second parkette is located at Jasper Avenue and 124 Street in the area created by the curb re-alignment proposed by Stanley Associates Engineering Ltd. in the Ample program. Edmonton Transportation has indicated that they wish to re-evaluate all traffic movements at that corner due to the proposed median and requests raised by local residents for an additional access to their neighbourhood.

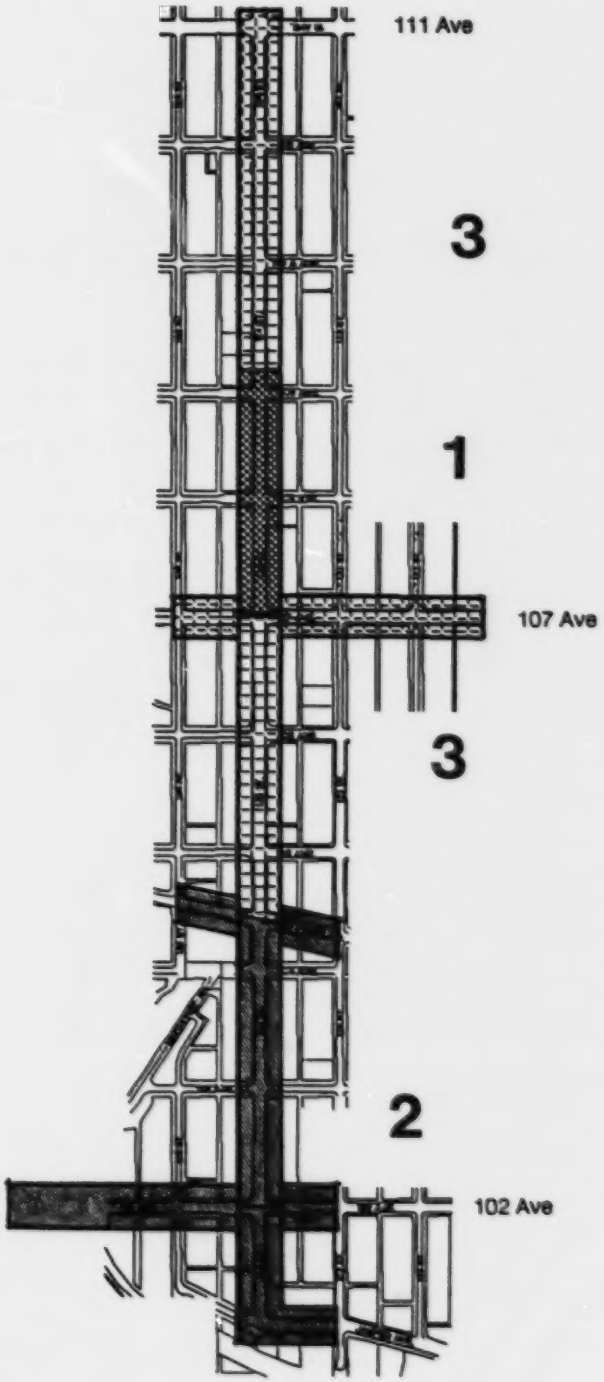
5.0 CONSTRUCTION PHASING

It is recommended that the 124 Street Improvement Program be completed within a three year construction period. The first phase would include a two block section from 107 Avenue to 109 Avenue. This area was chosen as phase one because a number of commercial operations are concentrated within this section and the merchants from the area have been very active in promoting the improvement program.

Phase 2 construction would include all work between Jasper Avenue/123 Street and Stony Plain Road. Completion of this section would 'anchor' the project and provide a fitting 'entrance' to the project. At this time, a temporary median would be constructed at the Jasper Avenue/124 Street corner to allow evaluation by Edmonton Transportation. Phase 3 would complete the project from Stony Plain Road to 107 Avenue and north of 109 Avenue. The Jasper Avenue median if approved would also be constructed with the entry gate. Refer to Figure 15 for an indication of phasing.

6.0 COST ESTIMATE

Detailed cost estimates have been prepared for each of 8 areas as indicated following. Costs are indicated in 1990 construction dollars; an inflation factor should be added for future construction. It should also be noted that detailed engineering costs have been prepared by Edmonton Public Works only for Area 1. Although roughly estimated, budget costs have been included for


111 Ave
3
1
107 Ave
3
2
102 Ave

engineering components (ie. road repair, utility repair/replacement); these costs must be confirmed by Public Work during their detailed design work. Detailed cost breakdowns are included in Appendix B together with an indication of assumptions made in development of the estimates.

Estimated costs in 1990 construction dollars are as follows (rounded up to nearest $25,000):

PHASE ONE:	
Area 1 (107 Ave. - 109 Ave.)	$968,000
TOTAL PHASE ONE	$968,000
PHASE TWO:	
Area 2 (Jasper Ave/123 Street - 102 Ave.)	725,000
Area 3 (102 Ave. - Stony Plain Road)	575,000
Area 4 (102 Avenue)	150,000
Area 5 (Stony Plain Road)	150,000
TOTAL PHASE TWO	$1,600,000*
PHASE THREE:	
Area 6 (Stony Plain Road - 107 Ave.)	925,000
Area 7 (109 Ave. - 111 Ave.)	450,000
Area 8 (107 Avenue)	50,000
TOTAL PHASE THREE	$1,425,000*

*NOTE: This is a budget cost estimate only (1990 dollars) and must be updated during Public Works detailed design work.

7.0 SUMMARY

With enthusiastic support from the merchants and property owners on 124 Street, this streetscape project has the ingredients for success. It will provide a badly needed facelift to one of Edmonton's 'character' streets. EDA Collaborative has proposed design elements to give the street a unique identity which together with the positive attitude of the merchants, should transform 124 Street into a popular destination 'shopping/event' street.